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# The Indiana Teamster

"Serving the Indiana Teamster Movement"

Vol. VIII

Indianapolis, Indiana, December, 1948

No. 3



**CHARTER FOR CONFERENCE**—Daniel J. Tobin, general president, and John F. English, general secretary-treasurer, have signed a charter granted by the General Executive Board of the International Brotherhood of Teamsters August 28, 1948, to the INDIANA CONFERENCE OF TEAMSTERS, giving official sanction to the monthly meetings which the business representatives of all

Hoosier Teamsters have been holding in Indianapolis. Charter was presented in the Hotel Lincoln, December 17, by H. J. Zolg, representing the International office. It was accepted by Gale F. Murrin, retiring president; Clyde Birdsong, secretary-treasurer, and other executives, as shown.

## DRIVERS NAME ZOLG PRESIDENT

The Indiana Conference of Teamsters, representing 32,000 union truck drivers, warehousemen, helpers and others, unanimously elected H. J. Zolg president for the ensuing year, and retained all other presiding officers, including Pat Mahoney of Local 369, Muncie, as three-year trustee.

The election was held December 17 in the Lincoln Hotel, during the regular monthly business meeting of the business representatives.

Officers elected to succeed themselves included Charles Miller, of Local 417, Vincennes, vice-president; Clyde Birdsong, Evansville 215, secretary-treasurer, and O. B. Chambers, Kokomo 759, recording secretary.

Additional to the three-year trustee Pat Mahoney, the two standing trustees are S. W. Helton, 543, Lafayette, and E. C. Wilkes, 298, Michigan City.

H. J. Zolg is more frequently known as "Chick" Zolg wherever there are union teamsters, and that covers a lot of territory. He is credited with the remarkable ability of being everywhere all the time, and the Indiana Conference, in choosing him, did so in the belief that he will serve the Indiana Teamsters often and well.

Once secretary-treasurer and business representative of the Bakery Drivers in Cincinnati (Local 114), he also was recording secretary of Joint Council No. 26 there and has a long record with the International Brotherhood.

Election of officers followed a brief ceremony in which a new charter, granted by the General Executive Board of the International Brotherhood of Teamsters, was presented to the group.

Presentation was made by Mr. Zolg, representing the international office, and accepted by Gale F. Murrin, retiring president, and Clyde Birdsong.

(Continued on Page 2)

## Safety Awards for 12 Drivers of Local No. 417

VINCENNES—Charles Miller, head of Teamsters Local 417, is congratulating a dozen members who have just received awards for safe driving from the Markel Insurance Co.

The awards cover a period of accident-free records from June 2, 1947, to June 2, 1948.

All the winning drivers are employed by Gorton Brothers, Inc., Lawrenceville, Ill. They are:

Carl Mitchner,  
Harold Snyder,  
Elbert Bailey,  
Albert McClannahan,  
James Hoopingarner,  
Doyle Donovan,  
James Loudermilk,  
Virgil Gridler,  
Marion Long,  
Orlan Dutton,  
Edward Menke,  
Albert Dempster.

## HELTON REPORTS FOR LOCAL 543

Harold "Nig" Moser of Hayes Freight Lines is still off the job because of injuries.

The McCalman Construction Co. has started work on Highway No. 42, north of Lafayette. Looks like they would have work for a number of our men about all winter.

According to November American Magazine, page 64, "Taking a bath in the winter time is prohibited in Clinton, Ind." How about it, Elmer? Come up to Lafayette, we'll give you a break and let you bathe in the Wabash River.

The election for officers of Local Union No. 543 will be held Saturday, January 8, 1949, between the hours of 8:00 a. m. and 5:00 p. m.

We have signed a new contract with Alton Box Board for yard men and mechanics.

## CHAMBERS RE-ELECTED HEAD OF JOINT COUNCIL 69

Teamsters Joint Council No. 69, having a membership of 12 local unions in Central Indiana, from Muncie to Terre Haute, including the five big Indianapolis locals, re-elected O. B. Chambers of Kokomo president at its regular December meeting, held at 28 West North St., Indianapolis.

Other officers elected are Leo J. Bauer, vice-president; E. J. Williams, secretary-treasurer, and Bert Wheat, Terre Haute, recording secretary.

Glen Rabanus, Local 543, Lafayette, was elected three-year trustee succeeding Mel R. Atkins.

## Joint Council 76, Elects Officers

At a recent election held in Princeton, Ind., home of Teamsters Local 644, Teamsters Joint Council No. 76 of Southern Indiana elected the following officers:

President—C. B. Birdsong, Local 215, Evansville.

Vice-President—Noble Lathom, Local 644, Princeton.

Secretary—Treasurer—Lloyd Rhoads, Local 11, Evansville.

Recording Secretary—M. J. Angel, Local 215, Evansville.

All were elected for terms of four years.

Three-Year Trustee—Charles Miller, Local 417, Evansville.

Other trustees are Otto Burgdorf, Local 215, Evansville and William Marshall, Local 11, Evansville.



**NEW HOME IN TERRE HAUTE**—Officers and members of Teamsters Local 144 had a grand house warming for their new headquarters at 125 South Eighth St. all Saturday afternoon and evening, December 18, with much to eat, etc. Gale F. Murrin, president, is in the background and Jack Reynolds, recording secretary, is

extreme right in this shot. Other officers of the local are Hubert Dix, vice-president; Louis Hirschfield, secretary-treasurer; Carl Pfrank and Claude Buck, trustees, and Bert Wheat and J. W. Coakley, business representatives.

## Joy of Being An Editor

Getting out this newspaper is no picnic.  
If we print jokes, people say we are silly.  
If we don't they say we are too serious.  
If we stick close to the office all day,  
We ought to be out hunting material.  
If we go out and try to hustle,  
We ought to be on the job in the office.  
If we don't print contributions,  
We don't appreciate genius;  
And if we do print them, the paper is filled with junk!  
If we edit the other fellow's write-up we're too critical;  
If we don't, we're asleep.  
If we clip things from other papers,  
We are too lazy to write them ourselves.  
If we don't we are stuck on our own stuff.  
Now, like as not, some guy will say  
We swiped this from some magazine.\*  
\*We did!

## More Safety Tips

To Editor, Indiana Teamster:

I was reading an article in the Indiana Teamster of November, 1948, written by Walter R. Cartwright in regard to having uniform signals for both truck drivers and motorists.

I wonder if he knows it is almost impossible to hear a horn from the rear of a truck with window up or even when down.

I might suggest the use of lights, the same as we use:

1. One long in asking for the road; two short, to indicate coming by and a return from the party passed.

2. On approach of trouble a constant array of blinking lights to on-coming traffic and constant flicker of traffic lights.

3. On road condition: The average truck driver will travel on the open road between 45 and 55 in good weather. In hazardous weather he will cut his speed accordingly—to 35-45, mostly about 40, on icy or wet roads; very seldom over 35 in fog, and he will stay at least two full outfits apart or about 100 feet distant to see lights of head outfit.

4. I notice in one of Mr. Cartwright's rules he states if a motorist is traveling too fast he says to flect your lights at him. I wonder if one out of 10 motorists knows what we mean in doing this?

I might add this right here. In foggy weather such as we had December 4 and 12 the motorist should remain behind a truck, as the truck driver is accustomed to driving on main highways at night and knows most curves and bad spots in the road.

Let me emphasize: when coming to a busy intersection the letters STOP mean what they spell.

Here are some codes of the road:

**SPEED KILLS—TAKE IT EASY! COURTESY AND SAFETY PREVENT ACCIDENTS; DO NOT PASS ON HILLS AND CURVES; REMEMBER, DEATH TAKES NO HOLIDAY; LOST SECONDS SAVE LIVES—TAKE AN HOUR LONGER AND GET THERE IN YOUR CAR AND NOT IN AN AMBULANCE.**

And here's a Burma quote:

A man who passes on hill and curve is not a man of iron nerve—he's crazy.

I might add this to SCHOOL BUS DRIVERS: You know when you are stopping to pick up children!

P-l-e-a-s-e give ample warning so we can come to a stop also.

I will close with this in mind—"SAFETY," "COURTESY," PREVENTS ACCIDENTS.

R. C. Layton, Kokomo, Ind.  
(Member Teamsters Local 759.)

## Says Jacobs to Davis

A message full of Christmas cheer received by C. E. Davis, president of Teamsters Local 188, Indianapolis, says:

"I was reminded today of the nice meeting which you and the Bakery Workers arranged for me and my fellow candidates during the recent campaign.

"I am merely taking this opportunity to express my appreciation therefor."

The message was signed by Andrew Jacobs, Congressman-elect from the 11th District of Indiana.

Indiana will get a \$1,437,039 slice of federal funds for road and bridge construction during 1949, the State Highway Commission announced this week.

## Safety Awards for Drivers of Aero Mayflower

WASHINGTON—The Safety Department of the American Trucking Associations, Inc., has forwarded safe driving awards to 20 companies in various parts of the country for presentation to a total of 447 truck and bus drivers.

The awards cover individual safe driving records ranging from 1 to 31 consecutive years and totaled 1,380 years of accident-free driving by the 447 drivers. They consist of wallet-size certificate and a lapel pin, both of which show the number of years the award winner has driven without an accident.

Among companies receiving the awards was the Aero Mayflower Transit Co. of Indianapolis.

## Why Ft. Wayne Has Such Good Taxicab Service

FORT WAYNE — More than 150 taxicab drivers, members of Teamsters Local No. 414, were honored at a good will dinner here at the Hotel Van Orman.

Guests at the dinner included the management of three taxicab companies, Police Chief Eisenhut and Mayor Branning.

Pat Hess, head of Teamsters No. 414, was toastmaster. He pointed out that the local cab drivers are among the highest paid in the nation.

## Local 298 Driver Escapes In Wreck

VALPARAISO — It couldn't happen—but it did.

William N. O'Neil, 49 years old, Bristol (Elkhart County), engineer of a New York Central Railroad train, today was recuperating in Portey County Memorial Hospital from serious injuries suffered when his train struck a truck at a crossing in Porter, 12 miles north of here.

And, Chester Hurley, of Teamsters Local 298, Michigan City, the truck driver, was walking about blithely, uninjured.

State police said O'Neil was struck by flying parts of the truck and the locomotive, when his engine struck Hurley's truck, which was loaded with sand.

O'Neil suffered deep head lacerations, Hurley suffered not at all.

## Mayflower 100% for Union

There was only one dissenting vote when members of Teamsters Local No. 193, Indianapolis, employees of the Mayflower Transit Co., voted for the union shop in an election conducted by the National Labor Relations Board.

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Charles Miller, Vice-President  
C. B. Birdsong, Secretary-Treasurer  
O. B. Chambers, Recording Secretary  
**TRUSTEES**  
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Everett Wilkes

**EDITOR:** Scott Armstrong

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## Ed Heffner and Ed McCarthy

### Look-See with 233

Brother Paul Wright, of Kingan & Co., was operated on for appendicitis. Brother Wright is getting along fine and we are all glad to hear it. Come on, get well, Paul!

The officers and members of this local extend their sympathy to the family and friends of Brother Leon Fleming, who passed away. The members at A&P warehouse will miss Brother Fleming a great deal, as will we all. Brother Fleming had been in ill health for the past year or more, but lost very little time from his job.

Brother Harry Owensby, of Tripp Warehouse, has been on the sick list. Brother Owensby had blood poison. He is convalescing at his home.

The officers of Local 233 wish to extend season's greetings to the membership and to all Teamsters in the United States and Canada.

Immediately following the regular meeting January 5, 1949, there will be a stewards' meeting. All stewards must attend.

Capitol Hill Wine & Spirit Co. and Fred Beck Liquor Co. negotiations are under way at present.

Standard Division of National Tea Co. has been hit hard by sickness and operations. Brother W. D. Richardson is off with an appendix operation. Brother Jim Shaffer is back to work after having his appendix removed. Brother Forrest Depue has been off for the past three months with a kidney ailment, and Brother Andy Garner is back to work after having an operation for a hernia.

We wish all these brothers a speedy recovery and hope any brother who has time will stop and cheer up the brothers who are sick.

## ATA Driver of Year 1948 Selection Set for January

Details of the second annual "Driver of the Year" contest to find the nation's outstanding truck driver have been announced by the American Trucking Associations, Inc., and the American Bantam Car Co., which furnishes the annual award.

The "Driver of the Year for 1948" will be selected early next year by a committee of judges appointed by ATA. Eligible contestants are those drivers who have been named "Drivers of the Month" by the various state trucking groups affiliated with the national association.

The winner will receive an all-expense trip to New York City and Washington from ATA. In addition, American Bantam Car Co., truck-trailer manufacturer, will present him with the "Supercargo Trophy" and a Norge kitchen-type home freezer filled with Birdseye frozen foods. Another prize will be given by the trailer firm to the secretary-manager of the state association producing the winning driver.

Purpose of the contest, officials of the trailer manufacturing firm explained, is to call attention to the high standards of safety, courtesy and courage the truck drivers of the country are establishing on the highways, and to stimulate interest of truck fleet operators in the promotion of safe-driving habits.

## Indiana Teamsters Conference Elects Chick Zolg President

(Continued from Page 1)

James K. Katz reported to the new charter officially recognizes the organization as the INDIANA CONFERENCE OF TEAMSTERS, thus changing its designation, which had previously been the Indiana State Drivers Council.

In resigning as president, Mr. Murrin explained that his duties as head of the Southern Conference of Teamsters and president of Teamsters Local 144, Terre Haute, will occupy too much of his time to continue serving the State Drivers Conference to the best advantage.

## New Prosecutor Pledges Labor a Square Break

C. E. Davis, president of Teamsters Local 188, Indianapolis, was one of four Hoosier labor leaders dignified by invitation to a dinner in the Spencer Hotel by the new Marion County prosecutor, George S. Dailey, for his staff and other state notables.

The guest list included Mayor Feeney, Frank McHale, national Democratic committeeman; Andy Jacobs, and all the newly-elected Marion County officials, including members to both houses of the next General Assembly and our new sheriff, Jim Cunningham.

Prosecutor Dailey took advantage of the festivities to tell the assemblymen why he needs a good budget to keep Indianapolis clean, promised his newly-appointed assistants to give them full support of his office whenever they are in the right—and they'd better be good—and assured labor it won't be Peglerized during his term.

Other labor leaders at the dinner included Robert Barrick, of the bus drivers union; James Robb, CIO, and Len Royer of the Typographical Union.

## Rhoads Again On CLU Board

EVANSVILLE—Floyd Rhoads, of Taxicab Drivers Local No. 11, IBT, has been re-elected first vice-president of the Central Labor Union here.

Mr. Rhoads was unopposed for the office, which he has held several years, at nominations Dec. 2. Also renominated without opposition were other CLU officers, including John G. Soucie, president.

## Biggs Re-named Head of No. 364

SOUTH BEND—At a recent election held by Teamsters Local 364 here, the following officers were renominated without opposition:

President—Walter E. Biggs.  
Secretary-Treasurer—George Campbell.  
Recording Secretary—Ernest Mahs.  
Vice-President—Marvin Schweitzer.

The Three-Year Trustee is William Locke. Others are William Hansen and Howard Nevins.

# HOW TO CUT TRUCK ACCIDENTS IN WINTER

By RALPH A. MOYER

Research Professor of Highway Engineering  
Iowa State College

In "Motoring Transport"

Motor vehicle death rates as related to motor vehicle travel are highest in the winter in all sections of the country. Winter death rates are from 24 to 53 per cent higher than summer death rates in the northern half of the country, and from 5 to 23 per cent higher in the southern half. The two major factors producing these higher winter accident rates are inadequate traction and reduced visibility.

Inadequate traction on road surfaces is primarily due to snow and ice and, to a lesser extent, to wetness, particularly on certain types of pavement. Combined with faulty driving practices, poor traction generally results in skidding, a circumstance frequently reported as a factor contributing to motor vehicle accidents.

Reduced visibility in winter driving generally involves one or more of three circumstances: longer hours of darkness; lowered visibility at times of snow or sleet storms, fogs, mists, etc.; and obstruction to driver vision from frost, ice or snow-covered windshields, snow banks, etc.

The most striking fact revealed by the committee's test projects was the surprisingly wide variation in performance with bare tires on smooth ice. Braking distances on smooth ice range from a low average of 110 feet to a high average of 250 feet, depending upon the ice condition, and to a lesser extent, the type of vehicle. Acceleration and performance on curves likewise varies, but to a somewhat lesser degree. The extreme variability and unpredictability of the surface condition present the real hazard of ice and snow to the unwary driver.

During the winter months special emphasis should be given to winter driving problems in the fields of driver education, highway maintenance, accident analysis, engineering improvements, road condition reporting, and traffic law enforcement. Full cooperation should exist between those responsible for road maintenance and those responsible for traffic safety.

Drivers must appreciate hazards of winter driving and understand ways of surmounting them if they are to avoid trouble on the highway. Thus, a broad educational program should be conducted by those responsible for traffic safety. Drivers should know that:

Ice and snow increases braking distances from 3 to 12 times that required on dry pavements. "Wet" ice, most frequently encountered after freezing rain or sleet storms, is twice as slippery as "dry" ice encountered at low temperatures. Braking distances on glare ice for cars and trucks equipped with natural rubber tires are 10 to 30 per cent less than with synthetic tires. Glare road ice and the smooth ice of a frozen lake give comparable braking distances. Trucks generally skid farther on ice than passenger cars.

## Must Reduce Speed

Speeds must be materially reduced on slippery pavements to avoid dangerous skidding. Speeds should be in the normal driving range of other traffic and passing kept to a minimum. The recommended safe speed on glare ice for cars and trucks with bare tires is in the range of 15 to 20 m.p.h.

The rules for safe driving under adverse road and weather conditions are fundamentally: Get the "feel" of the road; adjust speeds to conditions; slow down well in advance of intersections and curves; use tire chains on ice and snow; keep windshield and windows clear of snow, ice, fog and frost; follow other vehicles at safe distances; signal intentions of turning or stopping; and apply brakes with a gentle pumping action. Tests have shown that a very rapid and hard pumping ac-

tion will produce considerably shorter stops, but it is doubtful if the average driver can employ this technique to advantage.

During fall and winter months, public officials and safety organizations should also give special emphasis in public information programs to the hazards of driving and walking during the hours of dusk, darkness and at other times of reduced visibility.

## Chains Are Practical

The use of tire chains is the most practical means of self-help for increasing traction on snowy and icy roads. When such roads are not treated with abrasives, chains are a practical necessity for providing traction for passenger cars and trucks. Tire chains reduce passenger car braking distances on ice and snow around 40 to 50 per cent; truck braking distances about 60 to 70 per cent. They provide fairly uniform traction on dry and wet ice. On icy curves, however, speeds with chains on the rear wheels only should be no higher than without, because chains on the rear wheels only do not provide the necessary steering control required on curves. However, in the event of a skid, chains on the rear wheels are helpful in maneuvering out of a skid.

Highway departments should strive for "bare pavement maintenance" during the winter season. This can usually be accomplished by prompt and complete snow removal, expedited by the direct application of chlorides without abrasives. Where it is not economically feasible to remove the ice or to prevent its formation, the spreading of abrasives treated with sodium or calcium chloride is recommended.

The spreading of treated abrasives on snowy and icy roads makes driving safer. Braking and acceleration performance is from 30 to 65 per cent better than on bare ice. With untreated abrasives performance is from 10 to 55 per cent better than on bare ice, depending on density of spread.

## Check Danger Spots

Traffic engineers and accident analysts should continually check the records of accidents occurring during the winter months to identify and correct road locations which are especially prone to accidents when the surface is slippery or visibility poor.

State highway departments should develop effective systems of winter road condition reporting, so that drivers will be sufficiently warned of storm and road conditions. This information should be made readily available through all publicity media, and should be accurate and dependable. Safety instructions dealing with road or weather conditions should be combined with the reports.

Police should cooperate in this program by promptly reporting road conditions and by warning motorists of the need for using tire chains when traversing sections which are extremely hazardous because of ice or snow.

## Brazil Creamery Now 100% Union

TERRE HAUTE — The Nance Creamery at Brazil is now 100 per

## Pat Hess Is Renamed Head Of Committee

The Indiana Conference of Teamsters has reappointed Pat Hess chairman of its Legislative Committee.

Hess, who heads the Teamsters of Ft. Wayne and was president of the Conference (or Indiana State Drivers Council as it was formerly designated) for six years previously to 1945, has been long active in legislative matters and is a familiar figure at the state house during sessions of the General Assembly.

He is credited with doing as much for organized labor in Indiana as any one man, particularly for Teamsters and especially in the state legislature.

When Hess refused, in January, 1945, to serve another term as president of the Indiana Teamsters, the Council accepted his resignation with the understanding that he would serve as head of its Legislative Committee. The appointment was made official by Steven Toth, president of the Council succeeding Hess. President Toth reappointed Hess to the committee in January, 1947, and the latest reappointment, in preparing for the coming session of the legislature, was made by the Council at its December 17, 1948, meeting.

He is a vice-president of the Indiana State Federation of Labor.

Members of the Legislative Committee include the newly-elected president of the Indiana Teamsters, H. J. Zol; Joe Williams, Indianapolis; O. B. Chambers, Kokomo; E. C. Wilkes, Michigan City; Elmer Nolan, Clinton; D. E. Mahoney, Muncie; C. B. Birdsong, Evansville, and Mike Sawochka, Gary.

## Truck Service Planned by R. R.

The Big Four Railroad plans to operate truck service between the railroad's Indiana shipping centers, it was announced Dec. 7 at a meeting of officials and attorneys for the railroad in Hotel Severin, Indianapolis.

The railroad officials said an application has been submitted to the Public Service Commission for approval.

J. A. Keegan of Cincinnati, freight traffic manager of the railroad's system, said the move to use trucks is designed to give more rapid service and for economy.

He said the addition of trucking to the railroad system would not affect trucking companies in the state. If approved, the company's application would allow the Big Four to contract with trucking companies to have freight hauled between key points, he said.

Keegan said the use of trucks by the railroad would cut delivery time for shipping goods to small towns at least two or three days.

At the present time, he said, car loadings and switching means delays in freight to small towns.

F. N. Nye of New York, assistant to the freight traffic manager, said the Big Four already has been granted permission to operate through Indiana on an interstate basis.

Attorneys J. J. Daniels, Karl O. J. Stipher and O. R. Livinghouse of Indianapolis, said applications results will not be known for several days.

cent union, after 35 years of operating on a non-union basis.

The 25 drivers and inside workers voted unanimously in a recent election for representation by Teamsters Local 144, headed by Gale F. Murrin.

This union also has just signed a new construction contract giving a raise of 10 cents an hour, automatically becoming 15 cents an hour after April 1, 1949.

## Member of Teamsters Local 193 Encounters the Woman In Black

By SWEDE CARLBOM

One night in late October I drove my empty van along a river road in southern Alabama. I was to load a shipment of household goods for Eugene, Oregon. I was very tired and when I found a place to park I fixed my sleeper bunk, undressed and slid under a blanket.

I was just about to enter dreamland when of a sudden a blazing light cut through the black night, and I beheld a large colonial house, set back in a garden, surrounded by a high ornate fence.

For a few moments I lay there just looking, and thinking.

Presently I heard a creak, as from a rusty gate. A tall dark figure came through that gate, advancing slowly, and as it neared my van I beheld the most ghastly face of a woman I have ever seen, with glassy, sunken eyes, hollow cheeks and cynical, thin mouth.

She stood erect for a moment, then crouched and came cat-like to my cab window. And in a deep, death-like voice asked, "Are you in there?"

I held my breath, while shivers ran up and down my spine. The voice from the grave spoke again, "Answer me! Are you in there?" Gathering courage, I sat up in my bunk and said, "Yes, what do you want?"

"Come with me," said the voice.

Now I am cautious by nature, but I simply could not resist.

She seemed to glide rather than walk as I followed her through the gate and up the porch steps. Entering the house, I found it was richly furnished. In an immense living room she bid me sit in a large, comfortable chair.

With her back to a fireplace, a figure draped from head to foot in a cloak-like black gown, she stood like a shadow from the life beyond. Her feverish, glassy eyes gazing hypnotically into mine. Her mouth curved into a lynx-like leer. A chilling creep came over me, but I managed to stammer, "Well, Madame, what do you want to speak to me about?"

"About the death of men," she half whispered. "I love to see men die."

Her leer broke into a ghastly chuckle.

I ran my fingers through my scanty hair. Perspiration formed on my forehead. I sat there transfixed, held in catalepsy by this horrid woman in black. At last she cast her eyes on the rug in front of me. The rug began to bulge and rise. Under it was a trap door and through the door appeared a man's head, with tousled hair and whiskers.

Slowly the man's body crawled up from the hole in the floor. He rose from his knees with a great effort and walked unsteadily to a chair. He was emaciated, clad in tattered shirt and trousers. His feet were bare.

He stared at me with wild but sympathetic eyes. His lips moved as though he wanted to speak, but a look from the creature in black made him shrivel and squirm.

She served him a tall glass of water and four crackers on a plate, then pointed to the trap door. Like a cowed dog he crawled back and down. The trap door closed. She folded the rug back over the door.

With a match book cover I squeezed the perspiration from my brow. In a quavering voice I asked, "Who was he?"

"My eleventh husband," she chuckled.

"Did the other ten leave you?"

"Yes; they left in black pine coffins. They died in fear. I love to see men die."

The beads of perspiration on my forehead began to trickle down my cheeks. I knew I was facing a satanically insane woman.

She advanced toward me with a wild, hypnotic gaze in her feverish eyes. I squirmed but sprang to my feet. I pushed past her and bolting for the door cried, "Let me out of here!"

The door was locked. Frantically I pushed against it. I heard a loud hellish laugh coming from the woman in black. Then came a deep grunting sound behind my back. I turned and there stood a man—a monster, a mulatto. He had a horrible, distorted face and he was clad only in trousers. He was holding a long blacksnake whip in one hand.

With the other hand he grabbed my wrist. I wrenched loose. I ran for the French doors. I threw a chair through them. Then the crack of his whip beside my head. The whip snaked around my neck. I was jerked back and thrown to the floor. I scrambled up, pulled the whip loose and ran for another door.

The whip cracked again close to my ear, but missed. I ran through several rooms, the monster at my heels, cracking his whip.

Back through the immense living room I came like a whirlwind. Facing me was the woman in black. I pushed her into a chair and made for the wide staircase leading up stairs. The mulatto cracked his whip at the foot of the stairs. It snarled around my leg. I fell, but jerked loose.

The monster leaped up the stairs like a big cat and almost grabbed me. Again I ran through many rooms. I threw a large vase through a window to attract someone without. Out in the hall, I ran for the stairs. The huge mulatto, with a horrible grin on his distorted face, blocked it. I grabbed an iron table lamp and hurled it with all my might toward the mulatto. I struck him squarely in the face. He lost his balance and with thundering thuds rolled down the stairs.

I leaped down the stairs in two bounds, grabbed a piano stool and with it began to batter down the front door. I sensed someone behind me. I turned. The woman in black lifted her hand. In it was a flash of steel.

I swung the stool. She fell to her knees. The knife dropped. I stepped on it. She tried to rise but I pushed her and she fell backward. She lay there prostrate.

The mulatto stirred. I whacked again at the door, the perspiration streaming off my body. Finally the door sprang open. The mulatto rose to his knees. I hurled the stool at his head. He groaned and slumped into a heap. I ran out on the porch. I felt a sharp pain between my shoulder blades. I fell forward and rolled down the porch steps into the garden.

When I came to, I was not in my sleeper bunk, but between the seat and steering post, the emergency brake handle poking me in the ribs.

I am telling you, boys and girls, it was the worst dream I have ever had. I will never park in that spot again.

# Teamster Delegates Are Called To Chicago Conference

**LOUIS FLOERKE**

## Up to Date with Local No. 188

We wish to take this opportunity to wish you and your families a Happy New Year.

Our annual Steward's Christmas Party was held Saturday, December 18. We believe every one enjoyed it. We regret that the bad weather kept many of our good stewards and their families from attending the party. A buffet lunch and refreshments were served. Brother Davis then presented the stewards their Christmas checks and the remainder of the evening was spent in entertainment and dancing.

It is with regret that we advise you of the death of Brother John Shoemaker's mother. Brother Shoemaker was a former steward at Omar's.

Brother Bill Lane of Omar also lost his mother recently. John Golden, of Polk Milk Co., lost his wife recently. To these brothers goes our deepest sympathy.

Basil Jones of Purity in Lafayette, has just lost his father. Our deepest sympathy, Brother Jones.

The father of Herman Wertz, of Omar, has been ill at home. A speedy recovery to your father, Herman.

Our attorney has recovered from an operation and is back on the job for Local 188. He also has a new baby boy added to his grocery bill. Good luck, Brother Miles, to your family for the New Year!

Brother Davis has just negotiated a new contract with the cracker companies, getting a nice increase for both drivers and inside workers.

Brother Charles Neerman, of Gleason Pie Co., has a brand new baby boy. Congratulations to you and your wife, Charlie!

Walter (Dutch) Schnider, of Purity, we understand, due to illness last year and not getting his vacation last year, has taken four weeks this year and is visiting his daughter in California.

## Foster, Hancock Teamsters Cited for Driving Safely

Twenty-two over-the-road drivers for the Foster Freight Lines have received awards for no-accident driving for periods ranging from one to 15 years. All are members of the Teamsters Union.

The awards were presented at a dinner in Indianapolis given by the Foster company for 77 drivers. H. E. Fairweather, district representative of the Interstate Commerce Commission, made the presentations.

Outstanding in the group were James French, who has driven a truck for 15 years without a chargeable accident, and Lester Ryder, whose no-accident record runs back for 10 years. Both men received gold watches from the company, in addition to citations and other presents.

Ryder was credited with training the two Hoosier drivers who took top honors at the Roadco conducted last September in Indianapolis by the Indiana Motor Truck Assn. and the driver who won first place in a similar contest in Kentucky. The winners trained by Ryder were John Waldon, semi-trailer, and William Wright, straight truck of Indiana, and Marshal Clark, semi, of Kentucky.

The honored drivers were: Virgil Johnson, Edward Leach, Kenneth Lewis, George Pollert, Walter Prentice, Cecil Spears, Thomas Allen, William Burpo, William Cox, John Doty, Edward Enoch, Charles Fink, Charles Foster and Howard Johnson, all one year without an accident.

Ralph Doyle and Charles Johnson, two years.

Sam Camp, three years. Harlan Bush, Murley Martin and Ralph Fiscus, four years.

Creed Schroeder, six years. Lester Ryder, 10 years. James French, 15 years.

Complete uniforms were given to drivers having three years or more accident-free records.

## Davis, Bea Attend Bakery Drivers' Parley

C. E. Davis, president, and Leonard Bea, secretary-treasurer of Teamsters Local No. 188, have returned from Tulsa, Okla., where they attended a nationwide conference of bakery drivers.

Business representatives of Teamster Unions from all localities of Indiana will attend a five-day convention of Teamsters from the United States and Canada in Chicago, January 17 to 21.

The convention will be a series of meetings centering about a conference of the National Warehouse Council, called by George E. Mock, secretary, and of which Leo J. Bauer, president of Teamsters Local 233, Indianapolis, is the representative from Indiana.

The meetings will include: The National Conference of Automotive, Petroleum and Allied Trades; the National Warehouse Conference; the National Driveaway and Truckaway Conference and a new group which is expected to organize a National Over-the-Road Conference.

### Plan for Future

Policy committees of all four groups also are expected to meet and to plan future organizing activity. The directing committee of the Automotive Conference met December 6 in Chicago to work out plans for a nation-wide campaign in behalf of the Teamster Union Shop Card. Gordon Lindsay, director of the Automotive Trades Division of the Western Conference of Teamsters, is the secretary of that committee.

Because of his activity in organizing programs for the Shop Card and in promoting the use of the Card and Label, Lindsay was chosen to recommend a national program, and he took with him to the committee meeting an extensive proposal for advertising the Shop Card.

It is expected that more than 500 delegates will attend the Automotive meetings and that out of them will come detailed plans for greatly increasing organization work in this field of Teamster jurisdiction.

### Commenced Work

The second general meeting of the Warehouse Conference also is expected to take at least one day, and its Policy Committee will also study organization plans. This group already has commenced work in its field, and is making steady progress in many eastern cities.

The Driveaway Conference, which has just asked for a charter from the International Union, is now engaged in ironing out problems which affect nearly every section of the country. The Conference will do the work formerly performed by committees representing locals interested in this type of work. Inasmuch as the driveaway and truckaway industries have grown by leaps and bounds within the last few years, and millions of new cars and trucks are being moved to market by that method, intense interest is being shown by Teamster locals in the new conference.

### First Organization

The new "Over-the-Road" Conference also is expected to attract several hundred union representatives, as it is the first national organization of its kind. Its purpose, like the others already working on a national basis, will be to organize the field completely.

The meetings for the establishment and starting of the work of the Conference are being called by Dave Beck, executive vice-president of the Teamsters International Union, upon the approval of Daniel J. Tobin, General President, and the General Executive Board. Provision for such groups to act as organizing bodies within the framework of the International Union was made at the last national convention of the Teamsters in San Francisco.

Let's start a "cold" war at home by promoting the sale of Union Label goods and the patronage of Union services!

**By HARRY HUDSON**

## Heard and Seen at 716

We have concluded our agreement with the American Aggregate Corporation and at a meeting held December 17, 1948, the members employed by the above firm ratified the agreement. We hope to have the contract signed in a few days.

The officers and entire membership of Local Union No. 716 wish to extend their sympathy to the families of the following members who passed away during the year of 1948:

Amandus Hurst, William Wands, James Allen, Benjamin Sample, John LeBrec, Carroll Myers, Clement Lynch, Edward Owens, John Inabuit, William Fleming and Carl Schoonover.

A meeting pertaining to Individual-Owner Operators rates was held December 14, 1948, with the wage committee of the General Contractors Association of Indianapolis, Inc. The outcome of the above meeting will be explained at the Owner-Operator meeting the first Wednesday in January.

Brother Bill Schoolcraft is confined to the St. Francis Hospital and we hope he'll be back soon at Capitol Glass Co.

At our General Meeting, held December 17, 1948, we had the largest turnout for a General Meeting in a long time. We know it is difficult for each member to attend every meeting, but with the kind of turnout we had at the last General Meeting this organization will be successful.

The Executive Board wishes a Happy New Year to the membership of Local 716.

## Pat Hess Demands Repeal of State Arbitration Law

Teamster delegates from all parts of Indiana attended the two-day conference of the Indiana State Federation of Labor, at the Claypool Hotel, Indianapolis, December 18-19, and helped map a program of action to be followed at the coming session of the General Assembly.

Pat Hess, a vice-president of the State Federation and chairman of the Teamsters' Legislative Committee, represented the Teamsters in insisting that a Number 1 point in labor's program at the next legislature be repeal of the so-called Utility no-strike law.

Also he promised that any effort of anti-labor forces to pass subversive legislation will be resisted with the same energy that defeated eight anti-labor bills thrown into the hopper of the 1947 session.

Purpose of the state conference was explained by Carl H. Mullen, president of the State Federation as "to unify our members behind our legislative program."

In his opening remarks, President Mullen criticized the operation of the Unemployment Compensation law, suggesting that "we should go back to the original law and start all over again." He charged that practically all amendments added to the law have hurt the workers.

"Now it is almost an employ-

ers' unemployment compensation act instead of a workers' unemployment compensation law," he asserted.

He said the law should be broadened to include all workers; the penalty clause should be removed and benefits should be paid in cases of strikes or lock-outs.

Mr. Mullen said that practically all of the legislative recommendations made by the Federation were included in the platform pledges of the Democratic party.

"And we fully expect the Democratic party to carry out these pledges," he added.

Secretary-Treasurer John Acker said that the Federation will open legislative headquarters in Parlor E on the mezzanine floor of the Claypool Hotel on January 4.

Mr. Mullen said that lobbyists for state and local unions will work under the direction of the Federation except in matters of legislation pertaining to their own organization.

There was some discussion about the site of next year's convention when Mr. Mullen disclosed that an unnamed city had offered 500 hotel rooms if the convention was held Labor Day week. No decision was reached, however, and it will be up to the executive board to select the convention city.

## Christmas Cheer Is Dispensed by Teamster Unions

In upholding the spirit of the Yuletide, Teamsters Local 135, of Indianapolis, clothed the children of an unfortunate member and sent baskets of food to a number of other families.

Local 188, also of Indianapolis, had its customary party for stewards, at 28 West North St. on Saturday night, December 18, and made a real Saturday night of that party.

Pat Mahoney sent Christmas cards to all and sundry on the mailing list in the office of Local 369, Muncie.

Pat Hess's local in Ft. Wayne had its annual Christmas party for members and their children and also a good will banquet for taxicab drivers and their bosses.

The old forester thanks the Drivers Conference for a Merry Christmas.

By refusing to buy products without the Union Label you can break through the manufacturers' "iron curtain" of resistance to display it!

## New Furniture Contract Signed By Local No. 414

FT. WAYNE—Teamsters Local 414 here headed by Pat Hess has signed a new contract covering members employed by furniture and department stores, giving substantial increase in wages and improved working conditions.

This local is now in negotiations for contracts with city freight haulers, with ready mixed concrete companies and with the Dolly Madison Bakery Co.

## Kroger Men Vote for Katz's Local

James K. Katz reported to the December meeting of the Indiana Conference of Teamsters that his union, Local 691, Richmond, has won a UA election among drivers and warehousemen employed by the Kroger Co. and that negotiations are now proceeding for a contract.

## Hammond Local Elects Officers

HAMMOND—Harry D. Cole has been re-elected for three years as business representative of Teamsters Local 362.

William Sullivan is the union's new recording secretary and Henry Willing has been elected one-year trustee to fill the vacancy caused by the death of Harold Bowman. The newly-elected three-year trustee is Charles Newman.

Other officers selected in the recent election are Bernard Walsh, vice-president, and Jerome Carroll, secretary-treasurer.